

POMRIL.
PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
Diabetes.
Per doz. quarts... 87.25
Per doz. pints... 4.65
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH
The only Reliable Brand is
MARTINI ROSSI
SUCCESSORS
MARTINI SOLA & CO.
AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

No. 14,424 號肆十式百肆千肆萬壹第 日伍拾月五年十叁緒光 HONGKONG, TUESDAY, JUNE 28TH, 1904. 式拜禮 號捌拾式月陸年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

WATSON'S PRICKLY
HEAT LOTION
IS A FIRST-RATE PREPARATION.
IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
SOOTHED, QUIET FEELING.

A. S. WATSON & CO.
LIMITED,
MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841.

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& CO.'S
PRICE \$11.00 PER DOZEN
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"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
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Apply to
SIEMSEN & CO., Hongkong.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho gk-ur, 14th August, 1903.

VICTORIA CYCLE EMPORIUM
We are Sole Agents for the following:
MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
RICKSHAS FITTED WITH PNEUMATIC
TYRES AND BALL BEARINGS THROUGH-
OUT. Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Re-stamping a
speciality.
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GRANITE AND MARBLE MERCHANTS.
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Sole Agents of
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All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
CORIANITE and MARBLE MONUMENTS
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 11th June, 1904.

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No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure
HAVANA CIGARS and CIGARETTES
They are made of best Havana leaves and
possess a mild and choice flavour.
Inspection courteously invited.
Hongkong, 26th May, 1904.

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MERCHANT NAVY
NAVY BOILED
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RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.
ESTABLISHED 1820.

C. LAZARUS & CO.
BILLIARD TABLE MANUFACTURERS,
60 & 61, BENTINCK STREET,
CALCUTTA.

SOLE MAKERS OF THE

STANDARD
INDIAN BILLIARD TABLE

A reputation of over EIGHTY YEARS main-
tained against all competition, and the Standard
Indian Table stands to-day

UNRIVALED,
PERFECT IN DESIGN,
ACCURATE IN CONSTRUCTION,
MODERATE IN PRICE,
EXCELLENT THROUGHOUT.

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CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

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SALVAGE WORK UNDERTAKEN.
SHIP DESIGNS AND SPECIFICATIONS PREPARED.
Agents for the CONSTRUCTION and SALE of STEAM and MOTOR LAUNCHES.
CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.
A large stock of CANALIAN ASBESTOS and ASBESTOSCEI GOODS Kept.
Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.
Telegram Address: "MARINEWORK."
Hongkong, 1st May, 1904. Telephone No. 358.

ARNHOLD, KARBURG & CO.

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OF
LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.
Hongkong, 29th April, 1904.

KODAKS,
FILMS,
AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.
GOOD WORK, PROMPT RETURN.

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PHOTO GOODS STORE,

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Hongkong, 21st December, 1903.

NEW STOCK
SUMMER UNDERWEAR
SHIRTS, COLLARS, TIES.
STRAW HATS, PITH HELMETS.
RAINCOATS AND WATERPROOFS.

LANE, CRAWFORD & CO.
CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned.

SUPERB OLD COGNAC,
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

C.P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal.

ANOTHER FINE COGNAC, \$19.50 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MALL."
\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG.

DOURO PORT,
\$15.00 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.

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A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—
D.O.M.,
\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.
THEY ARE UNEQUALLED AT THE PRICE

THE
LAHMEYER ELECTRICAL CO., LD.
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ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA.
W. BREWER & CO.
23 and 25, QUEEN'S ROAD.

Haydn's Dictionary of Dates; Just Out \$17.00
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China from Within ... 4.60
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How to Win at Bridge ... 0.90
Japanese Physical Training ... \$4.50
Whitaker's Peasage 1904 ... 3.00
Triumph of Mrs. Spurge ... 1.75
The Never Never Land ... 1.75
The Albert Gate Affair ... 1.75

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COPYING PRESSES, Full Size For Large
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INDIAN INK
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MAPPING PENS.
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"GEM" LETTER CLIPS, 2 Sizes.
GENTLEMEN'S BLACK AND BROWN BOOTS
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CONFECTIONERY!!!
THE CHOICE-T AND LARGEST VARIETY, FROM PARIS AND LONDON.
MARRONS GLACES, CRYSTALLISED FRUITS.
TOM SMITH'S CRACKERS.
PLUM PUDDINGS.
DATES, FIGS, RAISINS, ALMONDS and NUTS.
STILTON, CHELDAR, GORGONZOLA, ROQUEFORT, CAMENBERT,
SAVOIE, CHEAM CHEESE, MACLAREN'S and YOUNG AMERICAN
CHEESE.
YORK HAM and BEST ENGLISH BACON. TOYS TOYS.

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BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
EDM. JOHANNSEN or SIEMSEN & CO.

TENNENT'S "RED T" BRAND.



TENNENT'S PILSNER BEER.
TENNENT'S INDIA PALE ALE.
TENNENT'S MUNICH BEER.
TENNENT'S STOUT.
BREWED AT THE FAMOUS WELLPARK BREWERY, GLASGOW.

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CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.
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Hongkong, 15th June, 1904.

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FAMILIAR BEVERAGE
STONE GINGER-BEER
"CLEPT" "POP."

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CHEMISTS, AERATED WATER MANUFACTURERS,
APOTHECARIES' HALL, WATKINS BUILDING.
AT CANTON, SHANGHAI, HANKOW and PEKING.

A. LING & CO.,
FURNITURE STORE,
PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

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THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.

J. W. KEW,
Manager,
1st Floor, 37, Connaught Road,
Hongkong, 13th June, 1903.

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Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903.

COLD STORAGE.
THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Ice,
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sundays
excepted to receive and deliver perishable goods
Wm. PARLANE, Manager.
Hongkong, 18th November, 1901.

CARLTON HOUSE.
10, ICE HOUSE STREET.
Lately Occupied by Club Eintracl.

WILL BE OPENED on the 1st July next,
to supply a long-felt want, of a really
FIRST CLASS PRIVATE HOTEL. Comfort
& Visitors will be made a Special Study.
Absolute Cleanliness Guaranteed. Cuisine a
Speciality.
Premises centrally situated away from the
noise of traffic.
For terms apply after 25th inst., to—
B. P. HOWARD,
Manager.
Hongkong, 14th June, 1904.

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HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT
Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
in Rooms, if required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerators.
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machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! NO EXTRAS!
H. HAYNES,
Manager.

THE
PEAK HOTEL.

Admirably Situated. Sheltered from the
North-West Monsoon and Open to the South-
West Monsoon.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUDDELL STREET.

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903.

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Laundry Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902.

"BOA VISTA"
(HOTEL-SANTARIUM OF SOUTH
CHINA)
MACAO

HAS been reopened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. Heungshan), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER.

MACAO
AND
CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable
WM. FARMER,
Proprietor.
[a1362]

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A. S. WATSON & CO.,
LIMITED

THE LEADING MANUFACTURERS

AERATED
WATERS

IN THE FAR EAST.

AERATED WATERS of our manufacture made under constant European expert supervision are sold throughout the Far East and are invariably preferred on account of their excellence.

THE MACHINERY in use embodies every improvement up to date.

ABSOLUTE PURITY is guaranteed. THE BEST MATERIALS only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.

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Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, and must be published, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed.
P.O. Box, 33, Telephone No. 12

BIRTH.

On the 14th June, at 208A Bluff, Yokohama, the wife of ERNEST ARTHUR TAYLOR, of a daughter.

DEATH.

On the 25th April, at San Francisco, Mrs. J. S. WILSON, wife of the late JAMES SAMUEL WILSON, of the Pacific Mail S.S. Co., Kobe. The ashes have been sent to Kobe for interment.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 28TH JUNE, 1904.

It may or may not be a disappointment for the missionaries, but it has to be admitted that, notwithstanding the large importations of Biblical history into China, there are Chinamen who refuse to take warning by the fate of SAMSON, who lost his virile vigour when he had his hair cut. A knot of Chinese debaters in Selangor are responsible for the new movement, the pioneers of which refuse to keep their hair on. The Shanghai Mercury sees in this hirsute reform the cue for the entrance upon the world's stage of a Japanned China, a China as keen after modern civilisation as are its whilom vassals. "What Singapore thinks to-day," says our northern contemporary, "Hongkong will think to-morrow, and China the week after next." The modern Chinese—habit and association being as strong with them as with most folk—will probably for some time to come share the prejudice of the foxes of the fable, and look askance upon their tailless brethren, noisily advocate of this significant curtailment. It is not inconceivable that there are sons of HAN, as well as subjects of H.M. EDWARD VII., who think of the "good old times" as infinitely superior to contemporary days. In the case of the British reactionist, he would point to an age of courtliness, chivalry, sport, and pluck, when the Englishman's hot head was covered by the queue just as the cooler Celestial's cranium is to-day. It is a matter of taste, of course; but a comparison of the Occidental powdered pigtail of that period

with the well-greased rope of the modern Oriental does not seem altogether fitting. The significance of the respective tonsorial fashions certainly share nothing in common. The one was an outcome of a sort of æsthetic evolution, for which, artistically considered, the Roundhead crop was an uncheerful and graceless successor, with perhaps no great compensation by way of improved brain power for loss of thatch. In the other case, the capillary cable was, according to the Sinologues, a badge of servitude, a rope of bondage for a conquered race. Even now, in passing, what would the native policeman do without this convenient handle? We have referred to the generally accepted origin of the Chinese pigtail as an arbitrary fashion insisted upon by the conquerors from the north; and confess to some mild amazement that our northern contemporary should see any inconsistency therewith in Mr. R. K. DOUGLASS's reference in the book on "China" in the "Story of the Nations" series. It is quoted as casting some doubt on the historical explanation already spoken of—perhaps inadvertently, for it fully confirms the popular belief. Putting facetiousness aside, we are inclined to join issue with the members of the Kuala Lumpur Debating Society on their assertion that "the first step in Chinese reform is the cutting off the queue." The first step should be in the direction of real reform—towards enfranchisement from the slavery of superstition and prejudice, before the badge of slavery is cast aside with flourish of trumpet. Once outside the prison walls, there will be plenty of time to discard the distasteful broad arrow.

We have already drawn attention to the fact that the Chinese in various parts of the country are showing a surprising readiness to invest in railway enterprises in China, but it would appear that the promoters rely very largely on the subscriptions of the wealthy Chinese living in Shanghai, Hongkong and Singapore. The capital for a rather important line of railway to run from Swatow to Tsaochow has recently been subscribed mainly in these three ports, and now we learn from a memorial addressed to the Throne by the Acting Viceroy of Szechuan that officials have been dispatched to Shanghai, Hongkong and Singapore for the purpose of raising among Chinese the capital necessary for building a line of railway from Chengtu to Hankow. The capital required is estimated to be Tls. 30,000,000. One of the Chinese papers states that a French syndicate is trying hard to secure the contract for building this line, but the Viceroy wishes to keep the work entirely in Chinese hands. Another project mentioned in the Chinese official Gazette is a branch line from Shenchow to Changsha, which will form a section of what will be known as the Hunan-Szechuan line, which will of course connect with the Canton-Hankow trunk line at Changsha. The capital required for this particular section is only five million taels, and we note that the desire of the promoters is to prevent foreigners securing any more railway concessions, and they are therefore appealing to "Chinese officers and merchants in China and abroad" for the necessary capital. China is in short waking up, and nothing will accelerate the process more than rapid communications.

A rock snake twelve feet in length was killed on the Peak on Sunday.

The General in Foochow has sent up Tls. 60,000 to the Imperial Household for general expenses.

Prince Ching is urging that more attention be paid to engineering and surveying in the Chinese army.

Vain hopes were raised on many sides that at last the Clock Tower was going to be demolished, from the fact that bamboo scaffolding was being raised round the venerable obstruction; but it is only undergoing its yearly repair and overhaul.

The Peking and Tientsin Times states that in consequence of the intimation received from the General Officer Commanding at Hongkong that that Port has been declared infected owing to plague, all details proceeding from the North China Command to India will be sent via Shanghai, until further orders.

Judge Willard, late of the Supreme Court of the Philippines, resigned because, according to his own statement, he could not afford to work longer for a bare living. His salary was \$7,000 per annum. Another Supreme Court Judge, Mr. Justice McDonough, is stated to have resigned for the same reason.

The cases of plague notified during last week numbered 44. Of these 43 were Chinese and 1 an Indian. Two of the Chinese cases were imported. There were 40 deaths from plague during the week and four from cholera. Eight cases of plague were notified during the 48 hours ended noon yesterday, which brings the total for the year to 354.

The death is announced of Mr. Leiter, Lady Curzon's father.

Harmston's Circus seems to be having a very successful time at Shanghai.

General Manning has arrived, very ill, at Southampton, where he was landed and proceeded to London.

Japan papers report the death of Mr. Robert Meiklejohn, of Yokohama, for many years proprietor of the Japan Daily Advertiser.

The Annual Conference of the International Secretaries of the Y.M.C.A. located in China, Corea and Hongkong, is now being held in Shanghai.

We were indebted to the courtesy of Mr. Taro Hoban, manager of the Yokohama Specie Bank, for the earliest news of the naval engagement off Port Arthur.

The visitors to the City Hall Library and Museum for the week ending 26th June, 1904, were 252 non-Chinese and 99 Chinese to the former, and 136 non-Chinese and 1,807 Chinese to the latter institution.

We are advised from New Zealand that Herr Albert Friedenthal, a piano-virtuoso, now making his third complete tour around the world, is shortly coming to perform at Hongkong and other Far Eastern cities. Judging by reports his entertainments are being received well in the Southern Colonies.

Diamonds have been discovered in a certain district in Shantung, and certain Chinese merchants proposed that the mine should be worked at once to prevent foreign interest from being attracted. The Shantung officials not having espoused the matter, however, the merchants are appealing direct to Peking.

The remains of Mrs. Alexander Wright, who died at Yokohama on the 10th inst., were brought back to Shanghai and interred at the Bubbling Well Road Cemetery. Only the members of her family and a few intimate friends were present, the service being very impressively conducted by the Rev. A. J. Walker, chaplain of Trinity Cathedral.

According to the Manila Sunday Sun one thing that "the folks are saying" there is "that the Hongkong authorities will unquestionably be pleased to receive their strayed beachcombers back to the Praya, and that they are not wanted in Manila." Considering that Manila furnishes the majority of recruits for the ranks of the Hongkong army of beach-combers, the Sun has a colossal impudence.

The cruiser Terrible, says the Pall Mall Gazette, will live in history as one of the biggest white elephants ever known in our Navy. From the time she went on trials as an absolutely new ship to the present day, this huge cruiser has been a constant source of expense to the country. Belleville boilers had much to do with her deficiencies. Since she paid off from her last commission in China waters a fortune has been spent on refitting the vessel for future service.

A Chinese mining headman met with a violent death the other day at Pulau, near Ipoh (Perak). He was engaged in carrying on blasting operations in a tunnel, and as the charge of "golpinto" which he had laid did not explode, he went into the tunnel to see what the matter was. An explosion immediately followed, and his companions found his dead body a few feet away from where the charge had been laid. At the inquest it turned out that the Warden of Mines had not sanctioned the use of explosives there. Proceedings have therefore been taken against the mine owner for breach of the Explosives Enactment.

A Bangkok telegram appearing in the Straits Times states that at a meeting of the European bankers and merchants it was resolved to petition the Siamese Government through the *doyen* of the diplomatic corps, protesting against the deplorable condition of the telegraph service in Siam. The frequent breakdowns entail heavy losses on the shipping merchants and handicap rice transactions in competition with other countries. Regret was expressed that the line to Koh-si-chang had been maintained, and that there was no new land line to Singapore via Penang. It was further decided to condemn the dual control of the lines by different Government departments.

As going to show that Hongkong is regarded by its neighbours as a convenient and natural place for dumping their undesirable a very good instance came to light the other day. A steamer arrived from Saigon with about 150 Chinese on board. There was a case of cholera on board, so that luckily the passengers were not at liberty to come ashore until enquiries had been made by the authorities. And when enquiries were made, it was discovered that these men were the sweepings of French Indo-China galleys, deported to Hongkong, forsooth, as being dangerous to the safety of the community. Some of them had marks of the cat on their backs. They should be sent back to Saigon, "declined with thanks."

The report of the Meiji Insurance Co., for which the Mitsui Bussan Kaisha are local agents, shows that the premiums collected during the year, less reinsurance, amounted to yen 599,121 and total income to yen 1,337,089, showing an increase of yen 151,948 over the previous year. The total losses, less reinsurance, amount to yen 358,996, showing an increase of yen 162,968 over the previous year. The Company transacts fire business only, and the reserve fund at present stands at yen 1,337,089. The net profit for the year ended 31st March amounted to yen 122,794, and the Directors recommend a dividend of 17 per cent, and the addition of yen 80,294 to the reserve fund.

TELEGRAMS.

[REUTER'S SERVICE.]

THE BRITISH PARLIAMENT.

LONDON, 25th June.

Sir John Lang (Liberal Member for Dundee) has given notice to ask Mr. Balfour whether, in view of the objections to the increased taxation, he will place a time for the continued declarations of the constituencies against the Government, and whether he will submit the policy to his judgment of the country.

Mr. Balfour has replied in writing that he will not take the course suggested unless the Government has incurred such a defeat as will prove that it has lost the confidence of the House of Commons, or that it cannot secure from day to day the support necessary to carry on Parliamentary business, in which case he would ask to be relieved of his responsibilities.

A NEW SOLICITOR.

At the Supreme Court yesterday forenoon His Lordship Sir William M. Goddard (Chief Justice) admitted to the Bar, to practise as an attorney and proctor in Hongkong, Mr. Harold George Charles Bailey, who has come out from England to take up the duties of managing clerk with the firm of Messrs. Johnson, Stokes and Master, solicitors.

Hon. H. E. Pollock, K.C., barrister-at-law, in introducing Mr. Bailey and moving that he be admitted to practise, said His Lordship would see that Mr. Bailey was admitted to practise as a solicitor in the Supreme Court of Judicature in England on 7th September, 1898, and had for the past six years, with the exception of eighteen months when he was in service with the British forces in South Africa, been practising in England. There was also an affidavit of identification by Mr. Master.

His Lordship said he had read the affidavits and they were in order. He had much pleasure in directing that Mr. Bailey be approved, admitted and enrolled to practise as an attorney and proctor of that Court, and he trusted that Mr. Bailey would have a prosperous career in the Colony.

Mr. Bailey—Thank you, my Lord.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, 24th June.

A LOAN WANTED.

The Viceroy desires to raise a loan of three million taels, and his proposals to do this locally, as there have been difficulties in the way of negotiating loans with foreign merchants. This sum exactly covers the annual sum payable as the Kwangtung share of the indemnity, but it is not to be applied to that purpose. The Viceroy has one or two pet schemes of his own for ameliorating the condition of the Cantonese. One of these is the construction of waterworks for the city, an interesting project, which if carried out might lessen the mortality here.

THE PLAGUE.

Plague still carries on its ravages. I have not heard of any more deaths among non-Chinese, but now it is reported that the disease is not sparing the wealthier classes, and that in the Viceregal Yamen there have been several deaths.

THE DRAGON FESTIVAL.

The dragon festival passed off more quietly than usual this year. There seems to have been no disturbance of any importance, which is a rather unusual circumstance, considering the intense rivalry between the crews, and the immense crowds which assemble to view the races.

THE BARRIERS IN THE PEARL RIVER.

Nothing has as yet been done to the barriers on the Pearl River. The scheme suggested by Captain Tyler, of the Imperial Maritime Customs, is regarded by the Viceroy as too expensive, but this would seem to be a case of false economy, since, after the date stipulated for the removal of the barriers, Shum will be held responsible for any accidents which may occur. His wish is to entrust the operations to private enterprise, and tenders will be received for the removal, but long delay and unsatisfactory work will probably be the result of this. It is to be hoped that Captain Tyler's scheme will be adopted. There is much to be done in the way of improving the channel in both Back and Front reaches, but the cost would be considerable, and it is not likely that anything will be done until the need for improvement becomes imperative.

THE PLAGUE AT CANTON.

With regard to the prevalence of plague in Canton mentioned by our Canton correspondent we have received from another source the following contribution:—
Plague is prevalent this year in the districts of Honan, Fatsan, Tungkan and Fati to an alarming extent, and practically all those who are attacked die from it. In a recently published medical report it is stated that a preparation of carbolic acid timely administered to plague patients had obtained the best results. The percentage of recovery amongst Europeans has been found to be about 70 per cent, while the recovery in Chinese cases has been some 30 per cent.

With a view to render aid to the people in the infected districts in the vicinity of Canton, Mr. Ho Kom Tong has obtained the assistance of Dr. Jau Hook, of the Tung Wa Hospital, to prepare some 2,000 bottles of the carbolic acid for free distribution to the Chinese in the districts above mentioned. Printed directions for taking the preparation are affixed to each bottle, which can be had at certain appointed places.

THE WAR.

[JAPANESE OFFICIAL DESPATCHES.]

JAPAN'S CASUALTY LIST AT TELISSU.

TOKYO, 26th June, 9.50 p.m.

General Oku reports that our casualties at Telissu were 217 killed, including 17 officers, and 946 wounded, including 43 officers.

THE PORT ARTHUR FIGHT.

FURTHER DETAILS.

SHANGHAI, 27th June, 10.50 a.m.

Admiral Togo, reporting the details of the engagement of the 23rd instant, states that from early morning the *Peresviet*, *Poltava*, *Sevastopol*, *Bayan*, *Pallada*, *Diana*, *Askold* and *Novik* were observed trying to emerge from Port Arthur harbour led by steamers clearing mines. Thereupon our whole squadron from various directions quickly advanced and concentrated at the position pre-arranged for such an emergency.

At 11 a.m. the *Charvitch*, *Kedrin* and *Pobieda* also appeared.

At 3 p.m. our destroyer and torpedo-boat flotillas, while obstructing the mine-clearing operation, fought and expelled seven Russian destroyers. One of them caught fire and fled into the harbour. The *Novik* approaching, our flotillas returned and joined the fleet. The enemy was seen gradually advancing south-east, then south. Our third detachment tried to entice the enemy southward.

At 6.15 p.m. the enemy came within sight of our first detachment, which had been waiting their approach. Then we manoeuvred, constantly pressing the enemy's front. At 8 p.m. the enemy changed the course to northward, apparently for Port Arthur. At 9.30 p.m. our fourteenth torpedo-boat flotilla made the first attack followed by the fifth destroyer flotilla. Thereupon the enemy hastened in disorder towards Port Arthur, but being unable to enter the harbour, anchored outside at 10.30 p.m. Thenceforth till dawn our flotillas attacked them on eight occasions, repeatedly defying the searchlights and firing from the enemy's fleet and forts. The *Shirataka* discharged two torpedoes at a battleship of the *Peresviet* type, which was observed to become enveloped in flames and sink.

The effects of our firing were not distinctly visible, but one battleship of the *Sevastopol* type and two first-class cruisers of the *Diana* type also were seen the next morning to have lost the freedom of navigation.

On the 24th instant till 4 p.m. the enemy gradually entered the harbour, some being towed.

Our damage was slight, as previously reported.

THE ATTACK ON JAPANESE TRANSPORTS.

NARRATIVES OF SURVIVORS.

The *Kobe Chronicle* of the 18th inst., reporting the disaster to the *Hitachi-maru*, says:—

The various narratives of survivors and reports of officials show that the *Hitachi-maru* and *Sado-maru*, both fine 17-knot steamers, and formerly European liners of the N.Y.K., left Shimonoeki early on Wednesday morning for a destination which we are not at liberty to disclose. The weather was bad, with rough seas and a heavy mist, so that it may be presumed that the chances of escape of the steamers were greatly lessened by the fact that before the Russian squadron was sighted it was already only one or two miles away. The warships announced their purpose by firing three shots across the bows of the *Sado* and *Hitachi*, both of which endeavoured to show a clean pair of heels, and continued on their course at full speed. Escape, however, was impossible, and both vessels soon realised the necessity of shutting down steam in order to remain afloat, for there is little doubt that the vessels could easily have been sunk had they attempted to disregard the fire of the cruisers. As it was the Russians seem to have delivered a shell fire which did considerable destruction. The steamers brought to a stop, were told that the non-combatants, crews, etc., would be allowed to take refuge on the warships, but the troops were given an hour in one case and forty minutes in the other to clear from the vessels. This was no easy matter, for it seems that a high sea was running at the time, and several of the *Hitachi*'s boats were capsized in the attempt to get away. As in the case of the *Kushu-maru*, many of the officers committed *harakiri*, and others shot themselves rather than fall into the hands of the enemy. When the time allowed for escape had expired, a warship approached to within a hundred and sixty yards of the *Hitachi* and deliberately torpedoed her, whereupon she quickly sank, carrying down with her, it is believed, the great majority of those who had left Shimonoeki that morning. The latest reports to hand estimate the number of men belonging to the *Hitachi* who perished at one thousand, and it is

to be feared that the majority of these went down with the ship. Contradictory reports have been received regarding the fate of the *Sado-maru*, but it appears that this vessel did not sink, though she was greatly damaged. A number of refugees have reached various ports, and their accounts show that about a hundred men at the outside belonging to the *Sado* lost their lives. To cap this story of disaster, as two steamers were leaving Shimonoeki Straits on Thursday with the object of extending any help that may be required, they came into collision, the result being that one was sunk. We have been unable to ascertain with certainty the names of foreigners engaged, and, in view of the constant changes, it would be wrong to make what would be little else than a guess. There is no reason to think, however, that they are among those who have perished, as it is most probable they are on the Russian war-ships.

The *Kobe Herald* says:—Sergeant Tadokoro Kamekatsu and thirty-four other survivors of the *Hitachi-maru* related their sad story as follows:—When it became clear that nothing could be done on board, Lieutenant-Colonel Suichi, Commander of the Regiment, ordered his men to burn the regimental flag and all the important letters. The order was promptly obeyed and the flag, which had been held by Ensign Okubo, was burnt together with the important letters. Having ascertained that all these things had been destroyed, Lieutenant-Colonel Suichi committed suicide with pistol, while Mr. Yamagata, commander of a battalion, and Lieutenant Nagao, commander of a company, committed seppuku. Captain Hashimoto, commander of one company, and several other officers, and many belonging to the ship committed suicide—some with pistols and others with swords. Several jumped overboard and tried hard to swim to the shore, some succeeding, while many sank for good and all. In the meantime, the Russians saw the ship still floating, and the *Rosita* came within two hundred metres and fired on about three hundred shots, bullets falling like heavy rain on and around the ship. Hundreds of men, both on board and in the water, were killed by this volley. Heaps of bodies, red with blood, were piled up on board and streams were seen in the water, about the ship. The cruelty of the Russians and the deplorable sights on and around the ship were indescribable.

There is no doubt the Russians determined to kill the Japanese to a man. Of seventeen men under Sergeant Tadokoro, eight fell at the same moment, killed by one shot. The sergeant intended to commit suicide, but could not get at his sword as all weapons had been taken away and stored together before the transport sailed. He jumped overboard and was wounded in his ear, but not killed. He saw Captain Mishima struggling with the waves beside him and called to him, but the captain disappeared in the water and the words "Mo-shikata-ga-ni" (it cannot be helped). The inhumanity of the Russians may be judged from the fact that most of the dead were killed with bullets; very few were drowned. When the engine room was struck, more than two hundred were wounded there and then. Cries of "Banzai" arose here and there on board, and amid such cries the ship went to the bottom with her crew in the Genkai Nada.

"Thanks to Heaven no Japanese was taken prisoner by the Russians. It must especially be remembered that the captain of the ship, Mr. J. Campbell, was standing on the bridge determined to stand by the ship to the last moment, but finally died a brave death with Ota Kohel, his purser, when the ship sank and nothing more could be done."

FOREIGN OFFICERS ON BOARD THE TRANSPORTS.

Altogether says the *Kobe Chronicle* of the 19th inst., there were at the time of the disaster seven foreign officers on board the two vessels—three on the *Hitachi* and four on the *Sado*. Those on the *Hitachi* were Captain Campbell (in command), Mr. Bishop, Chief Officer; and Mr. Glass, Chief Engineer; and on the *Sado* Captain Anderson (in command), Mr. Dring, Chief Officer; Mr. Kerr, Chief Engineer; and Mr. Carmichael, Second Engineer. We learn by telegram from the Ujima office of the Nippon Yusen Kaisha that of these officers Mr. Kerr is the only one known to be saved. Reports in the vernacular papers lead to the supposition that some have lost their lives, but it may still be hoped that most of the officers were taken on the Russian vessels. From a Sasebo dispatch to the *Asahi*, Captain Anderson, of the *Sado*, has been saved and is well at Okinoshima, while the same journal states that Captain Campbell, of the *Hitachi*, went down with the ship. The message speaks in the highest possible terms of the gallant conduct of Captain Campbell. "He coolly died at his post with the Japanese military officers, and his conduct merits the sympathy of the whole nation. The fact that he placed more value upon his duty than upon his life is truly admirable." The message adds that Captain Campbell served for twenty years as captain of Nippon Yusen Kaisha vessels, and rendered distinguished services to Japan during the Japan-China War. That Captain Campbell would do his duty nobody who has met him would doubt for a moment, but we join with our *Kobe* contemporary in sincerely trusting that the news of his death may prove incorrect. Other dispatches, though not actually announcing the death of the European officers, agree that their behaviour during the disaster was admirable in the extreme, and all that could possibly be expected.

The Panama hat worn by President Roosevelt in 1900 was left in one of the hot springs of Wyoming for several months. The hat, turned to stone, has just been received at Omaha. In its petrified form it weighs about 15lbs.

CORRESPONDENCE.

A STONE-BREAKING NUISANCE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR, Robinson Road, at the point where the Glenedeny ravine descends, is just now occupied by about twenty coolies breaking stones for the road. There is just space enough between the heaps of stones for a chair to pass, and a perfect hail of chippings rains upon the chair as it proceeds. As I have occasion to pass at least twice a day through this fusillade I should be glad if you or any of your readers will tell me whether, if a person gets his eyesight ruined by these chippings, he can claim adequate compensation from the Public Works Department?—Yours.

PROTEST.

THE BOTANIC GARDENS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 27th June.

SIR, Not having for a long time been to our beautiful Botanic Gardens, and happening to be near the other afternoon, I went in for a short rest and to enjoy the cool breeze and sweet aroma of the flowers as I was wont to do some years ago. I found the place, particularly the old garden, full of dirt and very scantily dressed Chinese, mostly of the coolie class, who were squatting there enjoying the cool breeze in typical Chinese fashion, viz., no coats on, barefooted, with their legs on the benches. As soon as they saw a Sikh constable come along they put their feet down. I saw also crowds of Chinese women of very doubtful character who seemed to make the place their recreation ground. In short the scenes were such that I left the gardens perfectly disgusted and surprised that such a state of things can be tolerated in a British Colony. If it should be thought that I am in any way exaggerating, I would suggest that one of the two Chinese members of the Legislative Council should visit the gardens one fine afternoon and see for himself. Can nothing be done to remedy this state of affairs? What is obviously wanted is a larger number of Indian or European park-keepers and some permanent restrictions as to the class of people to be admitted. The Botanical Department are aware that of late years the gardens have become crowded by Chinese visitors, and it was deemed advisable to restrict their visits to some extent. The two gardens were accordingly closed once a week during August, September, and October, admission being granted only to those presenting their cards. Why cannot this exclusion from the gardens of all undesirable Chinese, particularly those of the coolie class, be made permanent? By so doing the management would find that a good many Europeans would make the gardens their afternoon resort during these hot days, both for scientific and other purposes. They are now really driven from them by these crowds of dirty and evil-smelling Chinese and their still dirtier and abominable habits.—Yours, etc.

A RESIDENT.

THE "HAINAN."

The S.S. *Hainan*, as she lies off the Douglas Company's wharf, is an object of much interest to people on the waterfront. Her mission to the North as a Press-boat for the *Times* has not been a success from that journal's point of view. The charter money was, we believe, something like £50 a day, but that did not represent the actual working expenses. It is satisfactory to know, however, that the wireless telegraph apparatus worked without a hitch from first to last. The transmitting pole was erected on the main mast and was connected by wire with an instrument in one of the cabins where the operator sat and received his messages, the other pole being at Weihaiwei. It appears that the distance over which the wireless messages were guaranteed to travel was only 60 miles, but they were successfully transmitted to no less than 180 miles' distance. As has been announced already, both belligerents treated the *Hainan* as though she were a spy, and objected to her presence in the theatre of war, so that what news the correspondents on board were able to get was procured under difficulties. The *Times* representatives were Commander Colquhoun and Captain James, and on the staff were also Captain Tanaka (a Japanese), Mr. H. J. Brown, reporter and operator, and Mr. H. A. Thomson, operator at Weihaiwei. Captain W. C. P. Moore was in command throughout the cruise. The chief officer was Mr. Matton, the second Mr. R. Cunn, and third Mr. C. H. Wood. The engineering staff were Mr. A. P. Ramsey, chief; Mr. A. McMillan, second; and Mr. H. A. Duncanson, third.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 26th at 11.35 a.m. Orders were given to hoist the red drum.
On the 27th at 11.25 a.m. The barometer has risen in the Philippines and fallen in South China and Formosa.
The typhoon is still raging in the Southern part of the Formosa Channel, moving slowly probably northward.
Forecast: Moderate W. winds, cloudy, fair.

The largest counsel's fee ever known to be paid for legal work has been paid to Mr. William Cromwell, who has acted as counsel for the French shareholders in the Panama Canal transaction. He had received five per cent. of the purchase money, which makes a total fee of £29,000. A New York correspondent explains that Mr. Cromwell, of course, has been at work on the case for a long time, and the fee is not all profit to him, as he has been at considerable expense in various ways in forming public opinion in favour of the Panama project. The agitation in favour of purchasing the Panama rights has been going on for several years, and Mr. Cromwell has had numerous assistants working in the matter for the start.

FRONTIER NOTES.

[FROM A CORRESPONDENT.]

AGRICULTURE.

With another week's strong sunshine the earliest of the first rice crop will be ready for cutting. The rice crop north of Shamchun River is backward compared with most of that growing in the New Territory. Many plots of land on both sides of the frontier have not been planted for want of water. So far this has been a comparatively dry year all over San On, especially on the eastern side. The streams have risen noticeably once only, but there is now however sufficient water to prevent disputes among the villagers regarding the use of irrigating streams. Sugar-cane looks thriving. The plots of hemp look promising, and a ready market could be found in Hongkong, hemp growing could be made very profitable.

WASTE LAND.

It is surprising the amount of waste land one comes across in the New Territory—far more so than across the border. Mr. Ho Tang, of Hongkong, I am told, owns quite a number of waste acres in the Hun Yauk sub-district. There is also a vast uncultivated stretch in the Lung Yauk sub-district. The soils are good, and has been cultivated in the past, and why so many rich acres are now allowed to lie waste is a mystery.

FRUIT.

A "Frontier" correspondent mentioned in your paper the other day that this year liches were very plentiful in this region. I find the reverse to be the case, and the liches are very scarce and dear. The trees blossomed well and gave good promise, but the dry weather—the Chinese say—brought an insect pest which blighted the blossoms and so spoiled the chances of a good crop. These insects are very minute and of a dark colour. Other fruits, such as russet pears, pineapples, and pineapples, promise a fair yield. It is a pity, but the Chinese seem to have entirely lost the art of pruning and grafting their fruit trees. Many of the liches and guava trees are completely run out, the fruit being three parts seed-stones.

COTTON GROWING.

I am certainly sanguine of the results should cotton growing be attempted anywhere in San On. On the outskirts of many of the villages I have noticed a species of cotton plant growing which the villagers cultivate for their own use only. This plant grows to about 8 ft. in height with serrated ivy-shaped leaves and has double blossoms, bell shaped, and of two colours, red and yellow. The pods are fairly large and the cotton wool is of very fine quality.

In various parts of San On I have also noticed a sort of cotton tree growing to a great height. In the early summer this tree is a mass of flaming red blossoms not unlike the "King Tree." Afterwards the pods containing the wool fall to the ground, and are eagerly gathered by the villagers.

SHAMCHUN.

Shamchun city is well worth a visit on market days. Every road leading into the city is crowded with "all sorts and conditions" of people hurrying to and from market. Inside the city gates one finds every street crisscrossed with shouting and gesticulating Chinese and the atmosphere is worse than the proverbial smell of the Manchester Ship Canal mud. In spite of all the noise there is, however, little confusion. Different articles of produce for sale are not jumbled together. Thus, one street is for the sale of poultry only, another for the sale of pigs, another for that of grain, and so on. There is also a street composed of eating houses only, and with the smells appetizing and otherwise. Much haggling goes on, also much good-humoured banter. Europeans are treated respectfully in direct contrast to the rebellious days of '99. The streets are narrow and filthy, but in spite of this there are some really handsome shops. The people seem contented, but many of the better class express a wish for British rule. The Shamchi's place is a wretched habitation devoid of taste or cleanliness, with the usual frowzy-looking braves lounging around. Shamchun is the hub of San On, a great trade centre, and likely to become greater. The sooner Shamchun becomes British the better for Shamchun and for the welfare of the New Territory.

DRAGON BOAT FESTIVAL.

The Dragon Boat race was won by the Pingshan crew of fourteen boats that competed. On the day following there was the usual procession up the Shamchun River to Chungpo, where tea-drinking and other forms of festivities were engaged in.

SUPREME COURT.

Monday, 27th June.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR W. M. GOODMAN (CHIEF JUSTICE).

AN UNDEFENDED SUIT.
The Hing Lung shop sued Ng Lau Tong for \$2,250.10, being balance due for 13 cases of curries, etc. Mr. P. W. Goldring, solicitor, of Mr. John Hastings's office, represented the plaintiff. Defendant was unrepresented.

The plaintiffs in their statement of claim said that they were curio dealers carrying on business at No. 15, d'Aguilar Street. Defendant was compradore to Messrs. Macgregor Brothers and Gow, merchants and shipowners, 4, Des Voeux Road. On 8th July, 1903, an agreement was made between the plaintiffs and the defendant, whereby the plaintiffs undertook to deliver to the defendant when he should so request certain goods for sale on terms, *inter alia*, that upon the expiration of four Chinese months from the date of delivery the defendant should (unless he then

returned such if any of the goods as were unsold) pay to the plaintiffs the price of the goods or any balance of the price then outstanding. The price was agreed at \$3,225. On the 9th September, pursuant to the agreement, the plaintiffs delivered to the defendant at his request and the defendant gave plaintiffs a written memorandum of the agreement. Plaintiffs craved leave to refer to this memorandum at the trial. The said period of four Chinese months expired on 5th January, 1904, but the defendant had not returned such if any of the goods that were unsold and had only paid the defendant \$1,025 of the price, leaving a balance of \$2,200.10 which they now sought to recover.

His Lordship said he understood that the defendant had filed no statement of defence, and consequently, by Section 300 of the Code, was not entitled to be heard in that Court. Plaintiff, he understood, was prepared to give evidence to prove his claim.

Mr. Tsin Hop, the master of the plaintiff ship, went into the witness-box and gave evidence, after hearing which.

His Lordship gave judgment for the plaintiffs.

POLICE COURT.

Monday, 27th June.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

AN AUSTRALIAN "BRONZEN."
An Australian named Ferguson was charged with disorderly behaviour at the Main Hotel. He went there for some dinner and ordered two bottles of beer. While taking dinner he suddenly jumped up from the table, went to the door, and commenced to sharpen a table-knife on the door-step. When reprimanded he said he wanted to kill two Frenchmen. He refused to pay for the dinner.

The man was fined \$10.

REBBERY.

A *labong* charged a hawker with causing an obstruction, and with offering him a bribe of 50 cents. The defendant was convicted and fined \$2 on the first count and \$10 on the second.

ASSAULT.

A *labong* charged three Wanchai coal coolies with assault. One man was fined \$2, and the other two were each sentenced to one month's hard labour.

A FIGHT IN EARNEST.

Two Chinamen were charged with fighting. They quarrelled on the water-front, and while struggling fell into the harbour. The men continued to fight in the shallow water. They were fined \$2 each.

TRESPASS.

Two Chinamen were charged with entering Wellington Barracks without a permit from the officer commanding the regiment quartered there. They said they wanted to see their brothers, in the employ of the soldiers. His Worship fined the men \$10 each.

A GAMBLING DISPUTE.

Two men were charged in connection with a gambling dispute that occurred on the 17th inst. at No. 329, Des Voeux Road West. The quarrel seems to have arisen through one man refusing to pay an alleged debt of a few cents to another man. The latter, it appears, demanded the debtor's coat in lieu of cash. This was also refused and a general scuffle ensued. Two men and one woman were so severely wounded during the fight that they had to be removed to hospital. The woman having been stabbed several times, was in a very precarious condition through loss of blood; while one of the men, who had been stabbed in the chest, was actually breathing through the wound. His dying depositions were taken, but he afterwards recovered.

The case was considerably delayed as the witnesses or defendants as the case happened to be were in hospital.

One defendant, an uninjured man, was fined \$5, and the other, the man who received the least serious wounds, was sentenced to nine months' imprisonment.

FRAUD.

George John Kee, alias Ng Yeung Kee, came up from Sydney some weeks ago to Hongkong, and during his stay here has pursued a course of fraud by which many Chinese dealers have suffered loss. He dresses in European fashion. His method was to go to a store and order goods and get a man from the shop to carry them for him to a place that he named; then to obtain possession of the goods and clear out without paying for them. On one occasion the place where he worked out his scheme was the Government Civil Hospital. At the bottom of the hill he told the shopman to await his return till he should get money to pay for the goods. The unsuspecting shopman handed over the bundle and waited patiently for the purchaser's return. But the latter never came. Instead he appears to have gone out by the back entrance and got off safe. In another instance George John chose the Registrar-General's office as a convenient place to perform his fraud, there being in the office a handy back-door which facilitated his purpose. He was at length captured by the police, and when charged by Inspector Goulay, the Magistrate imposed a sentence of six months' imprisonment with hard labour.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

CUT HIS OWN QUEUE.
An Indian constable charged a Chinaman with hawking without a licence. When he arrested the man the complainant grabbed him by the queue. The hawker happened to have a knife in his hand, so he chopped off the end of his own queue, and made an effort to escape. The Indian, however, was too smart, and he again grabbed the man by the hair.

Defendant admitted having hawked without a licence. He was fined \$15 or 14 days' imprisonment.

THE DECLINE OF DANCING.

It is the privilege of the old to believe and assert that things are going to the dogs, forgetting that if such be in reality the case the generation to which they belong must be responsible for the decadence, since everything demands time for its decline, and by going to the dogs they mean that modern methods and modern behaviour have deteriorated greatly since they were young, and not merely that the decadence has begun. Possibly it may be in some such spirit that the older amongst us bemoan the decline of dancing. Dancing, they say, as they watch the youthful couples in a modern ball-room, is not what it was in our day. It has become a romp without grace and without any beauty of motion. Your modern man and your modern girl have no idea of time or rhythm—the modern quick jumping, valse has knocked that on the head; if the hand but play a little slowly, they cannot dance, for the step will then demand a modicum of real dancing. Still even those who do not as a rule deride modern methods must agree that the art of dancing has to a great extent been lost, and there more exercise has taken its place. To those who can still remember the stately minuet of their grandparents, the deep courtesies of the ladies and the studied bow of the men which, if seemingly affected to us now, yet at that time marked more than anything else the gentleman from the boor; a bow which no upstart could acquire; to those of us who remember these things there is a great deal wanting in the present-day dances, a lack of all that makes dancing the poetry of motion. The old quadrille has gone long ago, being too slow and prim for modern requirements, and with it died the graceful carriage and a fitting deportment. Foreigners say that Englishwomen cannot walk, and one can see what they mean when watching a dance or when a girl has to cross a ball-room. The Lancers, from a perfect dance, has become a meaningless romp. The man drags his partner about, brings her round, nods for a bow, and plays the bullfrog whenever possible, without respect for himself or for her, and the last figure of the dance is now a disgrace not only to the name of dancing but to the intellect of the age. The inside and outside dancing necessary in this figure in a set of eight couples is given up, because, forsooth, it is too intricate and too difficult, and an impossibility to attempt to make an all outside chain fit to music set for a short chain. The result is ghastly, as no time can be kept and the prettiest figure of the most graceful of all square dances ends in a hopeless jumble and a clownish romp.

It is the same with the round dances. The old *trois temps* valse with the low courtesy at the third step and the polka mazurka gave place to the graceful slow valse of twenty years ago, and although the valse is the only dance left which has any pretension to grace, yet the quick time to which it is now danced allows at least one half of the performers to forget the dancing in the search after exercise. The introduction of the *pas-de-quatre* was well meant, but the day of dancing was over and it was beyond the powers of the day, so it became the barn-dance and degenerated into a grotesque walk with a stiff high kick; not one woman in thirty could dance it and not one man in a hundred. So by quickening the time they made it a romp and it was voted too hot for practice and so perished. The *Waltzing Post* was a real dance requiring skill and a knowledge of movement with a complete control over the body and its balance; to expect this from many was to expect too much, and only a few could ever dance it, and the rest who attempted it made it ridiculous and so killed it.

Modern dance music has suffered from the lack of grace displayed, and the new valse times have none of the go and the catch that was so distinctive a feature in the days of the old slow valse. Hardly one of them has that ring in it which makes a dancer feel that he must dance, and in many the object seems to have been forgotten in the desire for a more classical style of composition. It would be a pity if even in these days of female athletes jumping should take the place of dancing, and running that of walking. To see the ladies well and gracefully danced again is the wish of many, and a reaction may set in, or something araken women again to the fact that nothing is so attractive or fascinating as the rhythmic movement of the body in a true dance with the quietness and ease which comes from a perfect balance of body, the reflection of a well-balanced mind. If this be the case we may hope also that in time there may be a return among the men to that true chivalry which would detest the idea of placing any woman in a ridiculous position, or of treating her with any appearance of discourtesy.—*Rangoon Gazette.*

A BRITISH MINING CONCESSION IN ANHUI.

Sir John Lister Kaye, after four years' work in the province of Anhui, has secured for the London and China Syndicate the Imperial sanction to the Anhui Mining Concession; the final contract was signed in Peking on the 8th June, and the mining licence was issued on the 11th June; all therefore is complete, and it is the intention of the syndicate to commence work without delay.

During the preliminary stages, the *N.C. Daily News* says, considerable development work was carried out by the prospecting mining engineers of the London and China Syndicate, and finally the Syndicate made arrangements with Messrs. J. & P. Higson of Manchester, the dominant firm of mining engineers, that they should send out to China their Mr. Ben Rhodes, in order that he should make an expert examination and report on the concession. Mr. Rhodes arrived in China in October last, and proceeded to Anhui to carefully examine the property.

On the 2nd December last he sent a cable to Messrs. Higson of Manchester, in which Mr. Rhodes uses the following words:—"Tungliu deposit iron ore; estimated amount of ore in sight 5,500,000, possibly not in sight 3,500,000."

This valuable concession comprises fifty square miles or 32,000 acres, and the main mineral deposit is situated about three miles from the Yangtze River, not many miles above Wuhu, therefore about 250 miles up the Yangtze River from Shanghai.

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(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

REFORMERS PARDONED.

The following translation of an Imperial decree appears in the *N.C. Daily News*:—
The present year being the seventieth anniversary of my birth, I, the Empress Dowager of China, in consideration thereof have already bestowed upon my subjects many acts of Imperial grace as a mark of my bounty. My thoughts being directed towards those who have offended against the laws of the Empire I now desire to bestow upon such also a mark of the Imperial mercy on this auspicious occasion of my life, and therefore hereby command that, with the exception of the rebels Kang Yu-wei, Liang Chi-chao and Sun Wen (Dr. Sun Yat-sen), who have organised societies hostile to the dynasty, and whose crimes are of such magnitude that they do not deserve any pardon or clemency at my hands; it is my desire that all others who were implicated in 1895 (during the Emperor Kuang Hui's attempt at reform) shall be participants of the Imperial mercy and receive my pardon for their past deeds and be given the opportunity to reform their conduct. All who have therefore been cashiered as to be hereby restored to their original official rank and titles, while those who are in hiding because of their proscription, or placed under official surveillance in their native places, or are languishing in prison, are commanded to be forthwith released and given their liberty. Such persons who have incurred the Imperial displeasure or offended the laws of the Empire previous to 1895 are also to be pardoned as a mark of extra Imperial clemency on this auspicious occasion. The Boards concerned and the Viceroy and Governors of provinces are to investigate those matters in obedience to my decree and report to me without delay.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The P. & O. steamer *Chusan* left Singapore for this port on the 25th inst., at 5 p.m., with the outward English mails, and is due here on the 30th inst., at about 8 a.m.

The I.G.M. steamer *Seydlitz* left Kobe via Nagasaki, Shanghai and Foochow on the 27th inst., and may be expected here on the 5th prox., p.m.

The I.G.M. steamer *Prinz Regent Luitpold* left Colombo on Saturday, the 25th inst., p.m., and may be expected here on Wednesday, the 6th prox.

The C.P.R. steamer *Empress of India* arrived at Shanghai at 9 p.m. on Friday, the 24th inst., and left again at 7 p.m. on Saturday for Nagasaki, where she was due to arrive at 8 a.m. yesterday, the 27th inst.

The C.P.R. steamer *Empress of Japan* arrived at Yokohama at 8 a.m. on Monday, the 27th inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 3 p.m. on Tuesday, the 28th inst.

The C.P.R. steamer *Athenian* arrived at Kobe at 8 p.m. on Saturday, the 25th inst., and left again at 5 p.m. on Sunday via Nagasaki for Shanghai, where she is due to arrive at 8 a.m. on Thursday, the 30th inst.

WEATHER AT SEA.

The *Atlanta*, from Amoy, reports threatening weather and high E. ly sea.

The *Socotra* from Singapore reports S.W. to W. ly moderate to fresh winds and fine. Favourable currents.

The *Waihora*, from Hoilao, reports that on leaving port on the 26th inst. the barometer was rather low. Shortly before midnight the wind and sea began to rise, but nothing of note occurred during the passage.

MISCELLANEOUS.

The s.s. *Undanted* arrived from Cebu yesterday with 2,900 tons of coal.

The *Messageria*, Maritimes s.s. *Himalaya* arrived from the North yesterday.

The U.S. torpedo-boat destroyers *Bainbridge*, *Dale*, *Deatur* and *Barry* left Hongkong for Mira Bay yesterday. The *Chamarcy* is still in port. These vessels seem to be constantly breaking down.

The P. & O. freighter *Socotra* arrived yesterday. She reports having passed the *Anape* in Lat. 16.48 N., Lon. 113.20 E.; and the *Ceylon* in Lat. 17.30 N., Lon. 113.25 E.

THE LOSS OF THE "HAESHIN."

The following telegram was received in Shanghai on the 19th inst. from Captain Lowe, of the C.M. steamer *Haeshin*:—"Haeshin total wreck about five miles north-west of Tse Island. Mate and second mate with one lifeboat have gone Foochow direction. Engineers with me. All hands safe so far as known. Left sixty men on the island. Arrived here (Wanchow) 8 a.m. Have wired Foochow.—Lowe."

THE N.D.L.

The N. D. L. Company have decided to withdraw some of their steamers from the Suez-Colombo route and from the end of July will send them to Australia by the Cape route. The voyage according to *Fairplay* will be lengthened from 35 days—which is the period now occupied from Antwerp to Australia—to 52 days.

TRADE MARK.

TELEPHONE No. 131.

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Hongkong 18th, February 9410

INTIMATIONS

THE EASTERN EXTENSION AUSTRIA-
LASIA AND CHINA TELEGRAPH
COMPANY, LIMITED.

REFERRING to the notice of 24th March last, the senders of telegrams are hereby advised that from the 1st July next, the charges for telegrams will continue to be collected at the rate of FORTY-FIVE CENTS to equal One Franc, such rate being subject to revision after three months.

J. M. BECK,
Superintendent.

Hongkong, 22nd June, 1904. [1543]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application. The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$900,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$990,000, divided into 99,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904. [1546]

THE INDO-CHINA STEAM NAVI-
GATION COMPANY, LIMITED.

APPLICATION has been made to the General Managers of this Company to issue to the Russo-Chinese Bank of Hongkong duplicate certificates for Two Hundred Shares in the above Company or other certificates in lieu thereof upon the statement that the original certificates, viz:—

Scrip No. 69 Nos. 17826, 17850 25 Shares in the name of George Hutton Potts.

Scrip No. 379 Nos. 36380, 36429 50 Shares in the name of Catchick Paul Chater.

Scrip No. 380 Nos. 36430, 36479 50 Shares in the name of Catchick Paul Chater.

Scrip No. 550 Nos. 44750, 44783 25 Shares in the name of George Hutton Potts.

Scrip No. 879 Nos. 541, 54751 50 Shares in the name of Solomon Sassoon Benjamin.

200 Shares have been lost or destroyed. Notice is hereby given that if within thirty days from the First June instant, no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for duplicates.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 10th June, 1904. [1469]

SHAMHEEN (Canton) MUNICIPAL LOAN

1904.

\$15,000 in 150 Debentures of \$100, each, bearing interest at 6% per annum, payable half-yearly. The Debentures are redeemable at earliest in 3, at latest in 10 years.

Applications for allotment may be made to THE HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong; or to

C. LAURENTZ,
Hon. Treasurer, Canton.

Hongkong, 24th June, 1904. [1567]

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Hongkong, 1st June, 1904. [1387]

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full mature age insures its fine condition in any

climate. Beautifully bright, seductively sparkling,

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F. BLACKHEAD & CO.,
Sole Agents.

Hongkong 25th July, 1903. 41

INTIMATIONS

A SANE STOMACH.

ITS IMPORTANCE TO THE BRAIN.

Some time ago a discussion was carried on in one of the leading London papers as to whether we eat too much, and one writer made the forceful remark that "A sane mind is more dependent on a sane stomach than may seem at first sight."

There is so much truth in the remark that one feels compelled to pause for a moment and consider the assertion.

The writer did not mean that injudicious or over-eating caused insanity, but he undoubtedly meant that when we put food into the stomach that did not agree with it, there were produced those disorders such as Indigestion, Constipation, Headaches, and kindred ailments, which affect the brain and cause irritability, nervousness and inability to concentrate the mind upon a business or social problem long enough to properly solve the vexed question.

A sane stomach means all the machinery of the human system working with that clock-like precision of a mechanical engine. That means perfect health.

The best regulator for the stomach is Abbey's Effervescent Salt. It makes an insane stomach sane, it makes a disordered stomach healthy, it drives away those diseases caused by the irregularity of the action of the stomach; and all this means a clear brain to grapple with life's problem, a bright eye, an elastic step, and reserved energy for an emergency.

Without question, Abbey's Salt is the remedy to use. Its superiority to other salines is like that of the present express train over the travelling coach of a century ago; it is the only up-to-date, 20th century saline in existence. If you try a bottle you will demonstrate to your own satisfaction the truth of this assertion.

Remember, Abbey's Salt will make the stomach sane, the bowels regular, and the blood pure. As a pleasant, cooling, invigorating drink it is unsurpassed. When in need be sure to buy Abbey's Salt.

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Manager.

Hongkong, 16th April, 1904. [24]

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and Stone against White Ants, Decay, Fungus,

Rot, and Dampness.

LUTGENS, EINSTAMANN & CO.,

Sole Agents for China.

Hongkong, 1st July, 1902. 250

AUSTRALIAN NAVIGATION.

A BILL TO HAMPER SHIPPING.

The Commonwealth Government has made another concession, in the shape of the Federal Navigation Bill, to the Australian Labour Party, writes the *Globe's* Sydney correspondent. It is a measure which, if carried, will not only seriously handicap Australian overseas trade, but also exercise an adverse influence on Australian shipments of produce by raising the cost of freight and other expenses. For several years past the various Australian Seamen's Unions have been endeavouring to obtain a finger in the control of Australian maritime affairs, and to obtain State control of rates of wages, labour conditions, etc., in which they were partially successful, as regards Australian-owned vessels. But with the establishment of the Commonwealth the various unions became merged in the Federated Seamen's Union of Australia, the secretary of which is a member of the Federal Senate, and determined to have Australian maritime business conducted on Union lines. Thus it was that Mr. Kingston, who is an ardent believer in the views of the Labour Party, while acting as Federal Minister for Trade and Customs, undertook the preparation of a measure embodying the views of the unionist seamen, which were also tacitly endorsed by several of the leading Australian shipping companies anxious to secure a monopoly of the Australian coastal trade, although it is more than probable that the latter will find themselves, when too late, hoist with their own petard.

The measure is regarded as a complement to the Federal Arbitration and Conciliation Bill, the two, if accepted by the Commonwealth Parliament, practically placing the control of Australian maritime affairs in the hands of the Seamen's Federated Union of Australia. Several parts of the Bill, such as those relating to the prevention of crimping, are of an unexceptional character, providing a remedy for a disgraceful state of affairs at several of the leading Commonwealth ports, which should have been provided long ago, but the great objectionable feature of the measure consists in the power given to the proposed Federal Arbitration and Conciliation Court to apply the common rule to overseas shipping, both British and foreign, engaging in the coastal trade. So many restrictions would have become placed upon British and foreign vessels so engaged as to outweigh any advantages contained by continuing in it. Owners of vessels not under the British flag will be required to sign a somewhat elaborate form of agreement engaging to pay Australian rates of wages while in Australian waters; also to comply with all labour conditions framed under the Act and the complementary one, the penalty for each breach of agreement being fixed at £500. In the case of British ships no special guarantee will be required. The foregoing conditions are regarded by the unionist seamen as a kind of fulcrum for obtaining concessions at present deemed impossible. Thus, if the Bill passes an endeavour will be made to obtain an increase of from 30 to 50 per cent. on the wages of seamen employed on Australian vessels, the augmented rates having to be paid also by all overseas vessels trading to more than one Australian port. Then the condition of labour would be made to include the working day of eight hours, abolition of work on Sundays and public and trade holidays, and prohibition of crews taking part in loading and unloading cargo.

But this is not all; one of the clauses of the Bill prescribing matters relating to the inspection and testing of machinery and appliances for loading and unloading of ships; prevention of the use of defective machinery, and appliances for the same; protection of health and security from injury of persons engaged in loading or unloading cargo; and the safety of persons going on and coming from ships when alongside wharves or piers. The enforcement of the various regulations will necessitate the appointment of a large number of inspectors, and the Federal Arbitration and Conciliation Court will find the whole of its time occupied with investigating alleged breaches of the Act, which, if passed, will give the finishing touches to a policy evidently intended to secure the exclusion, wholly or in part, of overseas ships from Australian waters.

At present British and other overseas ships must pay customs duties on all goods consumed between Australian ports, and mail contracts will only be entered into with ships excluding coloured labour, even though it be that of British subjects. Under the additional legislation the vessels thus handicapped will be excluded from the coastal trade unless they upset their contracts with their crews, and place them under Australian laws from the first port of call in the Commonwealth. Very few outside the Labour ranks venture to guess that the overseas shipping companies will care to accept the proposed conditions. What is generally feared is that they will make Adelaide the only Australian port of call, and Wellington or Port Lyttelton, in New Zealand, their terminal port. It is regarded as certain that the leading companies will refuse to place

themselves under the jurisdiction of the Commonwealth. Another contingency regarded as probable is that Fremantle will be made the terminal point, with a special line of high-class steamers running thence to the other Commonwealth ports. This would seriously interfere with the business of the Australian companies, which have acted unwisely in quietly accepting a kind of legislation intended to secure them a virtual monopoly of the coastal trade.

Another serious aspect of the Navigation Bill will be in connection with the overseas postal service, which threatens to become thrown into a state of confusion by the unbusiness-like attitude of the Federal Postmaster-General. At the end of the present year all the overseas mails are to be carried on the poundage system, and there is every certainty that, what with delays occasioned by transshipment and other causes, letters will be delivered in Europe several days later than at present, there being no obligation on the part of shipping companies to forward them as speedily as possible. Such are the first fruits of Federal legislation under combined Labour and Socialist influences. But the great sufferer will be the Australian producer. It is idle to talk of encouraging Australian immigration when the cost of exporting produce to overseas markets becomes increased to such an extent as to prevent its being placed at current rates. It has been estimated that the new legislation will place a handicap of from 10 to 20 per cent. on the Australian producer in the markets of the world; not a very inviting prospect for the agricultural immigrant.

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Hongkong, 31st July, 1903. [1166]

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Hongkong, 12th December, 1903.

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SHIPPING.

ARRIVALS.
June 26, UNDAUNTED, British str., 2,026, S. Elcote, Barry 19th April, Coal. - Donwell & Co., Ltd.
June 27, HIMALAYA, French str., 3,330, Comfo, Yokohama 17th June, Maritimes.
General - Messageries Maritimes.
June 27, LINAN, British str., 3,696, C. J. Benton, London 14th May and Singapore 22nd June, General. P. & O. S. N. Co.
June 27, WATMOA, British str., 1,163, F. Daniel, Hoihow 26th June, General - Chinese.

CLEARANCES.
At the Harbour Master's Office.
27th June.
Lignoon, German str., for Shanghai.
Oscar II, Norwegian str., for Moji.
Tijmahi, Dutch str., for Batavia.

DEPARTURES.
26th June.
FOTLE, British str., for Kutchinotzu.
27th June.
HAINBRIDGE, U.S. torpedo boat, for a cruise.
BARRY, U.S. torpedo boat, for a cruise.
DALE, U.S. torpedo boat, for a cruise.
DECATUR, U.S. torpedo boat, for a cruise.
BEKID, Norwegian str., for Canton.
CHRYBANO, British str., for Canton.
KATONG, British str., for Canton.
KWANTAI, Chinese str., for Canton.
NANYANG, German str., for Canton.
ORANGE, British str., for Bangkok.
UNDAUNTED, British str., for Yokohama.

VESSELS IN DOCK.
27th June.
ABERDEEN DOCK - U. S. S. Pathfinder.
T. S. S. General Allen, Clewing, H. M. S. Sandpiper.
COSMOPOLITAN DOCK -

VESSELS ON THE BERTH

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PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship

"TONKIN,"
Captain Schmidt, will be despatched for the above ports on or about TUESDAY, the 28th instant.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 25th June, 1904.

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This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B. - To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 26th June, 1904.

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"BENARTY,"
Captain Sarchet, will be despatched as above on or about MONDAY, the 13th July.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 25th June, 1904.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDLAND (DIRECT), PENANG, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)
THE Company's Steamship

"PERSIA,"
Captain Craxell, will be despatched as above on THURSDAY, the 21st July, P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents.
Princes Buildings.
Hongkong, 28th June, 1904.

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.

THE Company's Steamship

"YAWATA MARU,"
will be despatched as above on FRIDAY, the 29th July, at 4 P.M.
This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.
A. S. MIHARA, Manager.
Hongkong, 27th June, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BENGAL	Brit. str.	G. Philipps	P. & O. S. N. Co.	2nd July, at Noon.
LONDON, AMSTERDAM & ANTWERP	YANGTZE	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	5th July.
LONDON, AMSTERDAM & ANTWERP	CANDIA	Brit. str.	H. E. Kitch	P. & O. S. N. Co.	About 6th July.
LONDON, AMSTERDAM & ANTWERP	KINTUA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	19th July.
LONDON, AMSTERDAM & ANTWERP	SARDINIA	Brit. str.	H. E. Kitch	P. & O. S. N. Co.	About 21st July.
LONDON, AMSTERDAM & ANTWERP	KEYMON	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	2nd Aug.
LONDON, AMSTERDAM & ANTWERP	MOYUNE	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	16th Aug.
LONDON, AMSTERDAM & ANTWERP	HIMALAYA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	To-day, at 1 P.M.
MARSEILLES, &c. VIA PORTS OF CALL	P. MARIE	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	About 13th July.
MARSEILLES, HAVRE & COPENHAGEN	BENARTY	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July, at Noon.
MARSEILLES, LONDON & ANTWERP	SEYDLITZ	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
BREMEN, VIA PORTS OF CALL	NORDEN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
HAVRE, BREMEN & HAMBURG	C. FRED LAEISZ	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
HAVRE & HAMBURG	BADENIA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
HAVRE & HAMBURG	BAMBERG	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
HAVRE & HAMBURG	ANDALUSIA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
TRIESTE, &c. VIA SINGAPORE, &c.	DESIDER	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
GENOA, MARSEILLES & LIVERPOOL	SARDEGNA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
GENOA, MARSEILLES & LIVERPOOL	SCHUTTEKILL	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
NEW YORK, VIA SUEZ CANAL	R. CASTLE	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
NEW YORK, VIA PORTS & SUEZ CANAL	COURTFIELD	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
DURBAN	E. OF JAPAN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
VANCOUVER, VIA SHANGHAI, &c.	ACHETIAN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
VANCOUVER, VIA SHANGHAI, &c.	TREMONT	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
VICTORIA (B.C.) & TACOMA VIA JAPAN	OANPA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
VICTORIA (B.C.) & SEATTLE VIA N. PACIFIC	NICOMEDIA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
PORTLAND OREGON	AUSTRIAN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
AUSTRALIAN PORTS	CHINOTTA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
AUSTRALIAN PORTS	SOCOTRA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	LINAN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
SHANGHAI, KOBE & YOKOHAMA	TOKIN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
SHANGHAI	CHUSAN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
POOCHOW, VIA SWATOW & AMOY	TRIUMPH	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
TAMSAI, VIA SWATOW & AMOY	PRETIJOF	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
TAMSAI, VIA SWATOW & AMOY	M. STREVE	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
ANPING, VIA SWATOW & AMOY	TRITON	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
SWATOW, CHEFOO & TIENTSIN	CHILLY	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
MANILA	TAMING	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
MANILA DIRECT	ZAFIRO	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
MANILA	RUBI	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.
MANILA	SHAWMUT	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	6th July.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DUEBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th June, 1904, at 1 P.M., the Company's Steamship "HIMALAYA," Captain J. Combe, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian line to BOMBAY and ADEN. MARSEILLES via HAMBURG and ANTWERP. Cargo and Special will be registered for London as well as for Marcellles, and accepted in transit through Marcellles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 27th June. Special and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 15th June, 1904.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING,"
Capt. Wm. Robinson, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey
2nd Class ... 1.50
Meals ... 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.

YUR ON S.S. CO., LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer "PAUL BEAU,"
Captain Frangul, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUN,"
Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity. The Saloon is under European Supervision.

First Class European ... \$8.00
Second Class European ... \$3.00
First Class Chinese ... \$1.50
Second Class Chinese80
Deck30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to
J. LANDOLT, Agent.
The Pharmacy, Queen's Road Central.
Hongkong, 23rd March, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
977 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE
NURNBERG	HAYRE, BREMEN and HAMBURG	On 6th July. Freight.
Capt. Jahrg	(Calling at Singapore and Penang)	
C. FRED LAEISZ	HAYRE and HAMBURG	On 26th July. Freight.
Capt. von Hoff	(Calling at Singapore, Penang and Colombo)	
BADENIA	HAYRE and HAMBURG	On 10th Aug. Freight.
Capt. Roerden	(Calling at Singapore, Penang and Colombo)	
BAMBERG	HAYRE and HAMBURG	On 25th Aug. Freight.
Capt. Miltzaff	(Calling at Singapore, Penang and Colombo)	
ANDALUSIA	HAYRE and HAMBURG	On 5th Sep. Freight.
Capt. Schmidt	(Calling at Singapore, Penang and Colombo)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI VIA SWATOW AND AMOY	"FRITJOF"	SUNDAY, 3rd July, at 10 A.M.
FOOCHOW VIA SWATOW AND AMOY	H. A. HAZARDSEN	WEDNESDAY, 6th July, at 10 A.M.
TAMSAI VIA SWATOW AND AMOY	"TRIUMPH"	SUNDAY, 10th July, at 10 A.M.
ANPING VIA SWATOW AND AMOY	A. HANSEN	WEDNESDAY, 13th July, at 10 A.M.
	"M. STREVE"	July, at 10 A.M.
	"TRITON"	July, at 10 A.M.
	H. KRAFT	July, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
Hongkong, 20th June, 1904.

T. ARIMA, Manager

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 2nd July, 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 9th July, 10 A.M.
PERLA	1950	A. H. Nodley		

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 27th June, 1904.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR

STEAMERS

TO SAIL

REMARKS.

YOKOHAMA, VIA SHANGHAI, MOJI, AND KOBE (Passing through the Inland Sea)

SOCOTRA ... About 24th June } Freight only.
C. J. Benton, R.N.R.

SHANGHAI ... About 30th June } Freight and Passage.
CHUSAN ... W. B. Palmer, R.N.R.

LONDON, &c. ... Noon, 2nd July } See Special Advertisement.
BENGAL ... G. Philipps

LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES

CANDIA ... About 8th July } Freight only.
H. E. Kitch, R.N.R.

For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 27th June, 1904.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL-STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY 13th July.
R.M.S. "ATHENIAN" ... 3,862 Tons ... WEDNESDAY 20th July.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY 27th Aug.
R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY 10th Aug.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY 24th Aug.

Hongkong to London, 1st Class ... via St. Lawrence ... via New York ... \$20.
Intermediate on Steamers, ... \$40.
and 1st Class Rail ... \$42.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
9, Pedder Street.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
SEYDLITZ	WEDNESDAY 6th July
ROON	WEDNESDAY 20th July
PRINZ REGENT LUITPOLD	WEDNESDAY 27th August
PREUSSEN	WEDNESDAY 17th August
PRINZ HEINRICH	WEDNESDAY 31st August
GNEISENAU	WEDNESDAY 14th September
YAGERN	WEDNESDAY 28th September
BACHSEN	WEDNESDAY 12th October
ZIETEN	WEDNESDAY 26th October
PRINZESS ALICE	WEDNESDAY 9th November
PRINZ REGENT LUITPOLD	WEDNESDAY 23rd November
PREUSSEN	WEDNESDAY 7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 21st December
PRINZ HEINRICH	WEDNESDAY 4th January 1905.

ON WEDNESDAY, the 6th day of JULY, 1904, at NOON, the Steamship "SEYDLITZ," Captain Dörsner, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES, GENOA, and PORT SAID.

Shipping Orders will be granted till NOON on MONDAY, the 4th July. Cargo and Special will be received on Board until 5 P.M. on TUESDAY, the 5th July, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 5th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 25th June, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN, AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"OANEA"	DUB	On 14th July.
GLASGOW and LIVERPOOL	"SARPEDON"	DUB	On 15th July.
GLASGOW and LIVERPOOL	"PELEUS"	DUB	On 23rd July.
GLASGOW and LIVERPOOL	"AJAX"	DUB	On 29th July.

HOMEWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"YANGTZE"	TO SAIL	On 5th July.
GENOA, MARSEILLES and LIVERPOOL	"DIOMED"	TO SAIL	On 15th July.
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	TO SAIL	On 19th July.
LONDON, AMSTERDAM and ANTWERP	"KEEMUN"	TO SAIL	On 2nd August.
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	TO SAIL	On 16th August.
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	TO SAIL	On 20th August.

TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAHASAKI, KOBE & YOKOHAMA.	"OANEA"	TO SAIL	On 14th July.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th June, 1904.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO	DATE
SHANGHAI	"LINAN"	TO SAIL	On 28th June, 4 P.M.
MANILA	"TAMING"	TO SAIL	On 28th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and YELBOURN	"CHINGTU"	TO SAIL	On 5th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th June, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

"BENGAL" Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 2nd JULY, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Oriental," due in London on the 15th August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, 20th June, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG. 1904. About 5th July. "RICHMOND CASTLE" 10th July. "LOWTHER CASTLE" 31st July.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 27th June, 1904.

THE EAST ASIATIC COMPANY, LIMITED

FOR MARSEILLES, HAVRE AND COPENHAGEN.

"PRINSESS MARIE" Captain Berentzen, will leave for the above ports on WEDNESDAY, the 6th July.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 17th June, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORT every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

JAVA-CHINA-JAPAN LINE.

FROM YOKOHAMA, KOBE AND MOI.

THE J. C. J. Lijn Steamship

"TJIMAH"

Captain von Wyk Zuurman, having arrived from the above ports Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of July, will be subject to rent.

All Claims for damage must be sent in before the 30th inst., or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

The steamer will be despatched for Batavia, Samarang, Soerabaya and Macassar on the 28th of June.

Head Agency of the JAVA-CHINA-JAPAN LINE, Alexandra Buildings, Hongkong, 2nd June, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"KEEMUN"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 23rd inst.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st June, 1904.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON"

OF THE NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., TO-MORROW, the 22nd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 29th inst., at 9.30 A.M.

All Claims must reach us before the 3rd of July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 21st June, 1904.

FROM NEW YORK.

THE H.A.L. Steamship

"NUBIA"

Captain Habel, having arrived from the above ports Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 21st inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, HONGKONG OFFICE.

Hongkong, 21st June, 1904.

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAIESZ"

Captain Hoff, having arrived from the above ports Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 22nd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, HONGKONG OFFICE.

Hongkong, 22nd June, 1904.

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY TO DECEMBER 1903. WITH INDEX. Price \$7.50.

On sale at the Hongkong Daily Press Office.

Hongkong, 25th March, 1904.

HIS BRITANNIC MAJESTY'S SHIP

IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,600 h.p., Comdr. O. De Brook, cruising off Shanghai.

Albion, battleship, 12,350 tons, 16 guns, Capt. Froman, off Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Yangtze.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., off Shanghai.

Andromeda, cruiser, 12,500 tons, Capt. Nelson Ommanney, Weihaiwei.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. O. M. Makins, Yangtze.

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Thos. D. Pratt, Yangtze.

Centurion, battleship, 10,500 tons, Capt. Pegou, off Shanghai.

Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Taylor, Shanghai.

Edipus, cruiser, 5,500 tons, 11 guns, Capt. Stokes, off Shanghai.

Espiole, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, Chin-wan-tao.

Fama, torpedo-boat destroyer, 360 tons, 6 guns, 3,700 h.p., Lieut. Comdr. C. Asker, off Shanghai.

Fearless, gunboat, 443 tons, 12 guns, Comdr. T. J. Hughes, Chemulpo.

Glory, battleship, 12,350 tons, 16 guns, 13,500 h.p., Comdr. A. W. Carter, off Shanghai.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Humber, storeship, 1,640 tons, Comdr. John D. Dainton, Wonsung.

Iphigenia, 2nd class cruiser, 3,000 tons, Capt. Fawcoker, Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,000 h.p., Lieut. Comdr. J. A. Gregory, off Shanghai.

Kinsale, river gunboat, 331 tons, Lieut. Comdr. Christopher P. McLeod, on Yangtze.

Leviathan, cruiser, 14,100 tons, Capt. Hon. W. G. Stopped, off Shanghai.

Moorhen, river gunboat, 150 tons, 2 guns, Lieut. Comdr. G. G. Webster, West River.

Ocean, battleship, 12,350 tons, 16 guns, 13,500 h.p., Captain Genl. C. M. G., Hongkong.

Otter, torpedo-boat destroyer, 350 tons, in reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. J. Nicholas, Shanghai.

Rambler, surveying-ship, 383 tons, Comdr. Chas. E. Moore, Amoy.

Rissho, sloop, 980 tons, 6 guns, Comdr. D. S. Aubrey Wake, Singapore.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Vaughan, West River.

Rosario, sloop, 380 tons, 6 guns, 1,400 h.p., Comdr. Thos. Jackson, Yangtze.

Sandpiper, river gunboat, 55 tons, 2 guns, 240 h.p., Lieut. Comdr. L. W. Jones, Hongkong.

Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H. H. Moore, Singapore.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Ernest W. G. Davidson, on Yangtze.

Sparrowhawk, torpedo-boat destroyer, 380 h.p., Lieut. Comdr. Cordington, off Chesney Island.

Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in Reserve.

Tamar, receiving ship, 4,600 tons, 6 guns, Commodore O. G. Dickson, at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. E. F. E. Dugmore, on Yangtze.

Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, Shanghai.

Tweed, gunboat, 382 tons, 3 guns, 200 h.p., Lieut. Comdr. R. H. Keate, on Yangtze.

Vengeance, battleship, 12,350 tons, 12 guns, 13,500 h.p., Capt. L. C. Stuart C.M.G., off Shanghai.

Vesta, sloop, 980 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Farquhar, en route Hongkong.

Virago, torpedo-boat destroyer, 360 tons, in reserve.

Waterwitch, surveying ship, 620 tons, 450 h.p., Comdr. E. C. Hardy, at Weihaiwei.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. Comdr. Wells, Shanghai.

Wiven, coast defence ship, armoured, 2,750 tons, 1,000 h.p., in reserve, at Hongkong.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Hugh Somerville, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Watson, Yangtze.

Yarrow, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. J. Nicholas, Shanghai.

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